

CHINA

MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4446. 號九廿月九年七十七百八千一英

HONGKONG, SATURDAY, SEPTEMBER 29, 1877.

日三廿月八年廿丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALSBAR, 8, Clement's Lane, Lombard Street, GEORGE STREET, 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E.C. BATES, HEDY & CO., 4, Old Jarrow, E.C. SAMUEL DRAGON & CO., 150 & 152, Leadenhall Street.

NEW YORK.—ANDREW WIND, 183, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

CHINA.—SHEPPARD, QUEENS & CAMPBELL, AMoy, WILSON, NICHOLLS & CO., FROBESON, HEDGE & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Manila, C. HENSEN & CO., Macao, L. A. DA GAMA.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 Dollars. RESERVE FUND.....650,000 Dollars.

COUNCIL OF DIRECTORS.

Chairman—H. HOFFIE, Esq. Deputy Chairman—F. D. SASSON, Esq. E. R. BELLING, Esq. WILHELM REINER, Esq. W. H. FORBES, Esq. E. T. TOBIN, Esq. Hon. W. KESWICK, Esq. A. MCIVER, Esq.

CHIEF MANAGER. Hongkong,.....THOMAS JACKSON, Esq. Shanghai,.....EWEN CAMERON, Esq. LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED. ON Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.

For Fixed Deposits.— For 3 months, 2 per cent. per annum. 6 " 4 per cent. " 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED. Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager. Offices of the Corporation, No. 1, Queen's Road East. Hongkong, August 16, 1877.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL.....£800,000. RESERVE FUND.....£110,000.

BANKERS. THE BANK OF ENGLAND. THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONG KONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills discounted, and Interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

Intimations.

DENTAL NOTICE.

DR. STOUT has RETURNED, and will be ready to receive Patients on MONDAY, the 24th Instant, until further notice, at his Rooms, Ground Floor, HOTEL DE L'UNIVERS, Office hours, 8 to 12 Noon and 2 to 4 p.m. Hongkong, September 22, 1877.

DENTAL NOTICE.

DR. ROGER'S begs to inform his Patrons and the Public that he intends to visit AMOY and FOOCHOW in September and October, leaving HONG-KONG about the 15th of September. Hongkong, August 6, 1877.

W. BALL, CHINA DISPENSARY.

IMPORTER of DRUGS, CHEMICALS, DRUGGISTS' SUNDRIES, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG, Near the Canton Steamer's Wharf. Hongkong, July 18, 1877.

Intimations.

occidental & oriental S. S. COMPANY.

NOTICE.

THE DEPARTURE of the Company's S. S. "GAELIC" is POSTPONED until TUESDAY, 2nd PROXIMO, at 3 P.M. G. B. EMORY, Agent. Hongkong, September 27, 1877. fe30

G. FALCONER & CO.,

WATCH AND CHRONOMETER MANUFACTURERS,

AND

JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

46, Queen's Road Central.

Hongkong, August 20, 1877. fe20

NOTICE.

A. MILLAR & CO., PLUMBERS, AND GAS FITTERS, Queen's Road East, HONGKONG.

September 15, 1877.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR

1876.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the proportion of the Net Profits to be reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JAS. B. COUGHTRE, Secretary.

Hongkong, August 1, 1877. no1

NOTICE.

M. A. HAHN begs leave to inform his numerous Patrons and the Public generally of Hongkong, that, by special request, he has now OPENED his ESTABLISHMENT in this Colony at WANCHAI, the Premises lately occupied by the American Consul.

Mr. HAHN trusts to be favored with the continued Patronage of the public, as he has recently received a NEW STOCK of RINGPAIRING MATERIALS, all of the best qualities, from England, France and Germany. Inspection invited.

Hongkong, September 7, 1877. ocl

PIANOS and any other Musical Instruments TUNED, REPAIRED, and RE-CONSTRUCTED, PIANOS ON HIRE, by the Month or Occasionally. PIANOS FOR SALE, New and Second-Hand, all in perfectly Good Order, Guaranteed.

Special Attention is invited to a new Grand Cottage PIANO, by LINDERS and RUBNER, Zeitz—Just Received from Germany, and specially constructed for this climate to the order of the Undersigned. Orders from any of the Outports in the East, will meet with prompt attention if addressed:

Care of Messrs LANE, CRAWFORD & CO., or Messrs GAFFE & CO.

A. HAHN.

Hongkong, September 7, 1877.

THE HONGKONG HOTEL

TENDERS are invited for a LEASE of THE HONGKONG HOTEL, the present Five-yearly Lease expiring on the 31st August, 1878. SEALED TENDERS to be sent in or before the 31st March, 1878, to the Secretary of the HONGKONG HOTEL COMPANY, LIMITED, who will supply any information required.

By Order of the Directors,

LOUIS HAUSCHILD, Secretary.

Hongkong, September 18, 1877. ap1

AFONG,

PHOTOGRAPHER, by appointment, to

H. E. SIR ARTHUR KENNEDY, GOVERNOR OF HONGKONG; and to

H. L. H. THE GRAND DUCHE ALEXIS OF RUSSIA,

Wyndham Street, formerly ALEXANDER, CHU,

HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Ex. S. S. Ages, Revolving Standard Albums, Armorial Monograms and Postage Stamp Albums, Russia Leather, Velvet and carved-wood Albums, Cases and Frames, nice Albums for Cabinet Portraits only, Portraits of the Generals of the present Russo-Turkish War, Eminent British Statesmen, the two Chinese Ambassadors in Cabinet and Carte de Visite sizes, Coloured Portraits of English Ladies,

THE DEVON MANUFACTURING CO.,

40 Beaver and 127 Pearl Streets,

Hongkong, August 24, 1877.

Intimations.

CONDENSED EGGS.

THIS NEW ARTICLE, recently placed upon the Market, consists simply of fresh-laid HENS' EGGS, from which most of the water has been evaporated, and being hermetically sealed, remains perfectly sound.

The EGGS thus condensed are obtained in the Empire of China, and canned in the immediate vicinity in which they are produced, thereby avoiding the deterioration to which EGGS are subjected when transported in the shell. So that, in point of fact, the CONDENSED EGGS preserved under the patent of A. R. DAVIS, furnish

to the consumer, EGGS possessing more perfectly the properties of fresh-laid EGGS than those ordinarily supplied to any city.

The CONDENSED EGGS will beat up into light froth as readily as EGGS taken immediately from the shell, and are equally valuable in making Cakes, Custards, Creams, Pastry, Puddings, Egg-Nog, &c., &c.

ECONOMY.

For Hotels, and Restaurants, or for Families, or Vessels at sea, this Article is invaluable, as there is no loss from breakage or decay, and a tin will keep for any length of time after opening, being sealed only for transportation.

One Table-spoonful is equal to one Egg. Add equal amount of water (warm is preferable); dissolve it well; then use same as any Egg.

LAMMERT, ATKINSON & CO., Agents for Hongkong.

MUSTARD & CO., General Agents at Shanghai.

Hongkong, September 15, 1877. ocl24

BANK HOLIDAY.

AS an Interval of TWELVE DAYS will elapse before the Departure of the next English Mail, the Undersigned BANCS will observe MONDAY, the 1st PROXIMO, as a Holiday.

For the "Oriental Bank Corporation," C. MORLAND KERR, Manager. For the "Chartered Mercantile Bank of India, London and China," H. H. NEILSON, Manager.

For the "Chartered Bank of India, Australia and China," WILLIAM FOREST, Acting Manager.

For the "Hongkong and Shanghai Banking Corporation," T. JACKSON, Chief Manager.

For the "National Bank of India," C. E. THOMSON, Acting Manager.

Hongkong, September 27, 1877. ocl

NOTICE.

THE OFFICES of Messrs. ADAMSON, BELL & CO., are This Day REMOVED to the First Floor of the Premises in QUEEN'S ROAD, lately occupied by the COMPTOIR D'ESCOMPT DE PARIS.

Office to be Let on the Ground Floor.

Hongkong, September 24, 1877. ocl

NOTICE.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR

1876.

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A. HAHN.

Hongkong, September 7, 1877.

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SEALED TENDERS to be sent in or before the 31st March, 1878, to the Secretary of the HONGKONG HOTEL COMPANY, LIMITED, who will supply any information required.

By Order of the Directors,

LOUIS HAUSCHILD, Secretary.

Hongkong, September 18, 1877. ap1

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PHOTOGRAPHER, by appointment, to

H. E. SIR ARTHUR KENNEDY, GOVERNOR OF HONGKONG; and to

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Wyndham Street, formerly ALEXANDER, CHU,

HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Ex. S. S. Ages, Revolving Standard Albums, Armorial Monograms and Postage Stamp Albums, Russia Leather, Velvet and carved-wood Albums, Cases and Frames, nice Albums for Cabinet Portraits only, Portraits of the Generals of the present Russo-Turkish War, Eminent British Statesmen, the two Chinese Ambassadors in Cabinet and Carte de Visite sizes, Coloured Portraits of English Ladies,

THE DEVON MANUFACTURING CO.,

40 Beaver and 127 Pearl Streets,

Hongkong, August 24, 1877.

Mails.

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL
and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "Gaelic" will be de-
spatched for San Francisco via Yoko-
hama, on TUESDAY, the 2nd Proximo,
at 3 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 1st Proximo. PARCEL
PACKAGES will be received at the Office
until 6 p.m. same day; all Parcels Packages
should be marked to address in full; value
of same is required.

Return Passage Tickets available for 6
months are issued at a reduction of 20 per
cent on regular rates.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, September 27, 1877. oc12



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton,
and London, via Bombay,
Also,
Bombay, Madras, and Calcutta.

THE PRINCIPAL AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steam-ship
"K H I V A", Captain LEE, will leave
on THURSDAY, the 11th October,
at Noon.

TEA and GENERAL CARGO for
LONDON will be conveyed via Bontay
without transhipment, arriving one week
later than by the direct route. Silk and
valuables will be transferred to the Calcutta
Steamer at Galle.

For further Particulars, apply to
A. LIND, Superintendent.

Hongkong, September 24, 1877. oc11

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF
PEKING will be despatched for San
Francisco, via Yokohama, on
the 1st, 1877, at 12 o'Clock Noon,
taking Passengers and Freight, for Japan,
the United States, and Europe.

Through Passenger Tickets and Bills
of Lading are issued for transportation to
Yokohama and other Japan Ports, to San
Francisco, to ports in Mexico, Central and
South America, and to New York and
Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Company
will leave Shanghai, via the Inland Sea
Ports, about same date, and make close
connection at Yokohama.

At New York, Passengers have selection
of various lines of Steamers to England,
France and Germany.

Freight will be received on board until
4 p.m. PARCEL PACKAGES will be received at
the office until 6 p.m. same day; all PARCEL
PACKAGES should be marked to address in full; value
of same is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Offices in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For security's sake, Shippers of Overland
Cargo are requested to endorse on the
envelopes the Marks and Nos. of Packages
Shipped, to correspond with those in their
Bills of Lading.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 9, Praya Central.

RUSSELL & CO., Agents.

Hongkong, September 24, 1877.

NOTICE.

THE CHINESE MAIL.

FOR and after the Chinese New Year's
day (February 17, 1874) the Chinese
Mail will be issued DAILY instead of
TWICE as heretofore. No change, how-
ever, will be made in the price of subscription,
which will remain at \$4 per annum.

The charges for advertisements are now
assimilated to those of the Chinese Mail.
The unusual success which has attended
the Chinese Mail makes it an admirable
medium for advertisers.

The Conductors guarantee an eventual
circulation of one thousand copies. It is
already the most influential native journal
published, and enjoys considerable prestige
at the Ports of China and Japan, and at
Singapore, Penang, Calcutta, San Francisco
and Australia.

For terms, &c., address

MR. CHUN AYIN,
Manager,

China Mail Office,

17th February, 1874.

INSURANCES.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Saigon and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHLIN,
Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, or
on Coals in Matches, on Goods on board
Vessels and on Hulls of Vessels in Harbour,
at the usual Terms and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to

ARNOLD, KARBERG & CO.

Agents Hongkong & Canton.

Hongkong, January 4, 1871.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surance at current rates.

MELCHERS & CO.,

Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

CHINESE INSURANCE COMPANY.
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premiums contributed
by each, the remaining third being carried
to Reserve Fund.

OLYMPIAN & CO.,

General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against FIRE to the extent of
\$5,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & CO.,

Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1803.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong
for the above Company, are prepared to
grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20%.

GILMAN & CO.,

Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

of

His Majesty King George The First,

A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & CO.

Hongkong, July 25, 1872.

MANCHESTER FIRE INSURANCE
COMPANY.

THE Undersigned Agents are in receipt
of instructions from the Board of
Directors authorizing them to issue Policies
to the extent of £10,000 on any one first
class risk, or to the extent of £15,000 on
adjusting risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & CO.

Hongkong, January 6, 1875.

MANCHESTER FIRE INSURANCE
COMPANY OF MANCHESTER
AND LONDON.

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & CO.

Hongkong, October 16, 1869.

INSURANCES.

THE CHINA MAIL.

THE NORTH-CHINA INSURANCE CO.

SUBSCRIBED CAPITAL—Tails Two Millions,
in 1,000 shares of Tails 2,000 each.
PAID UP CAPITAL—Tails Six Hundred
Thousand, or Tails 600 per share.

PROVISIONAL COMMITTEE

F. H. BELL, Esq. (Messrs Amason, Bell & Co.)
M. GUNHAY, Esq. (Messrs David Sisson,
Sons & Co.)

JAMES HART, Esq. (Messrs Turner & Co.)

E. H. LAYERS, Esq. (Messrs Gilman & Co.)

HENRY SUTHERLAND, Esq. (Messrs John Forster
& Co.)

A. G. WOOD, Esq. (Messrs Gibb, Livingston
& Co.)

HEAD OFFICE—SHANGHAI.

Secretary—HERBERT S. MORRIS, Esq.

BANKERS—HONGKONG & SWITZERLAND BANKING CORPORATION.

BRANCHES—LONDON (25, Cornhill, E.C.), HONGKONG,
YOKOHAMA.

AGENCIES.

At the principal ports in the East and Australian
Colonies.

THE Company will be constituted on
the 1st January, 1878, as a permanent
Marine Insurance Company, to
carry on the business (established in 1863)
of the NORTH CHINA INSURANCE COMPANY,
1876-1877.

A Reserve Fund will be formed of Tails
400,000, by setting aside a portion of the
profits at such times and in such sums as
the Shareholders shall decide.

The net profits of the Company for each
year will be divided amongst the Share-
holders, in the following manner:—

One-third over the Shares, a portion
thereof being set aside for the forma-
tion of a Reserve Fund as above stated.

Two-thirds as a return to Contributors
(being Shareholders) in proportion to
the Premium paid or influenced by them.

Shareholders retiring from the Company
in pursuance of the above regulation, will
be notified at least three months prior to
the date fixed for any such revision of the
Share List, and will have the option of dis-
posing of their Shares in either of the
following ways:—

They will be at liberty at any time after
receipt of notice of withdrawal, and
prior to the date of revision, to sell
their Shares to any person approved
by the Company and accepted as the
transferee; or

Upon surrendering their scrip certificate
for cancellation at the time of such
revision, and pursuant to notice, will
receive a return of the Capital paid up
thereon; and so soon after as the
financial position of the Company up to
the date of the revision can be ascertained,
and the accounts adjusted, they
shall also receive a pro-rata share of
the Reserve Fund, if any accumulated,
together with such proportion of the
unappropriated profits as may be found
due to them.

Upon surrendering their scrip certificate
for cancellation at the time of such
revision, and pursuant to notice, will
receive a return of the Capital paid up
thereon; and so soon after as the
financial position of the Company up to
the date of the revision can be ascertained,
and the accounts adjusted, they
shall also receive a pro-rata share of
the Reserve Fund, if any accumulated,
together with such proportion of the
unappropriated profits as may be found
due to them.

The above is HEREBY GIVEN, that Applica-
tions for Shares in the undermentioned
Company, from residents in China and
Japan, until the 30th September from
London and distant ports until 31st Octo-
ber next.

FORM OF APPLICATION FOR
SHARES.

To the Provisional Committee of the
NORTH-CHINA INSURANCE COMPANY.

Gentlemen,

..... hereby request that you
will allot to Shares in the
above Company, and agree to
accept such Shares, or any less number
you may allot to and agree to
pay the first call of Tails

Intimations.

HAYWARD TYLER & CO.

The oldest House in the Trade,

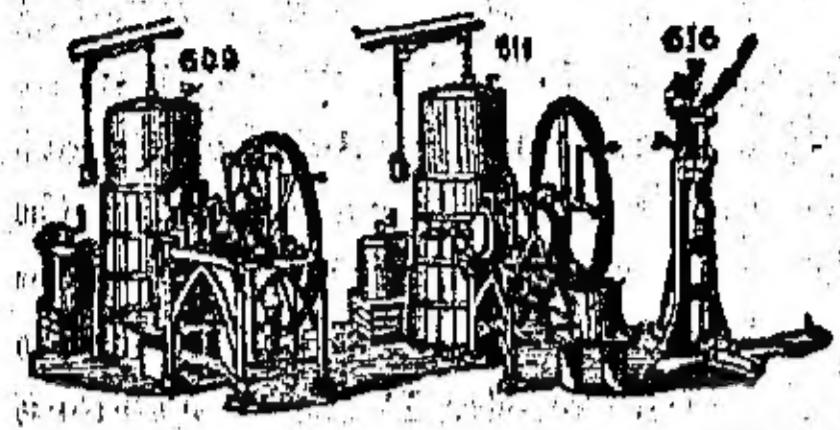
HAVE MADE AND SOLD

OVER 2,000

OF THEIR PATENT

CONTINUOUS-BEAM ACTION

SODA WATER MACHINES.

Complete Plants carefully packed,
FOR EXPORT.SODA WATER MACHINERY.
84 & 85, Whitecross Street, LONDON.

84 & 85, Whitecross Street, LONDON.

Intimations.

CROSSE & BLACKWELL'S
CELEBRATED OILMAN'S
STORES.Nine Prize Medals, Paris, Vienna, and
Philadelphia.PIKLES AND SAUCES,
JAMS AND JELLIES,
ORANGE MARMALADE,Tart Fruits, Dessert Fruits,
PURE SALAD OIL,Mustard, Vinegar,
POTTED MEATS AND FISH,
Fresh Salmon and Herrings,HERRINGS A LA SARDINE,
Yarmouth Blusters,

BLACKWALL WHIRLWAT,

Prepared Soups, in Tins,
PRESERVED VEGETABLES,Hams, and Bacon, in Tins,
PRESERVED OMELES,

Oxford and Cambridge Sausages,

BOLOGNA SAUSAGES,

Yorkshire Game and Pork Pies,

TONGUES, GAME, POULTRY,

PLUM Puddings,

LEA AND PERRIN'S WORCESTERSHIRE SAUCE.

Fresh supplies of the above, and numerous
other table delicacies, may be had
from most Storekeepers.

CAUTION.

To prevent the fraud of refilling the bottles
or jars, they should invariably be
destroyed when empty.Goods should always be examined upon
delivery, to detect any attempt at
substitution of articles of
inferior brands.All genuine goods bear the names of Crosse &
Blackwell on the Labels, Corks and
Capsules of the Bottles, Jars and Tins.CROSSE & BLACKWELL,
PURVEYORS TO THE QUEEN,
SOHO SQUARE, LONDON

16 Jun 77 1w 52t 10 Jun 78

BEST FOOD FOR INFANTS,
suppling the HIGHEST AMOUNT OF
NOURISHMENTMUST DIGESTIBLE
AND CONVENIENT
WORK.SAVORY & MOORE,
169, New Bond, London,
and all
Chemists and Storeskeepers throughout the World.Dysentery, Cholera, Fever,
Auge, Coughs, Colic, &c.Dr. J. COLLIS BROWNE'S
CHLORODYNE
(Ex Army Med. Staff)
IS THE ORIGINAL AND ONLY
GENUINE.CAUTION.—Vice-Chancellor Sir W. P.
Wood stated that Dr. Collis Browne was
undoubtedly the Inventor of Chlorodyne,
that the story of the Defendant Freeman,
who he regretted had been sworn to,
Eminent Hospital Physicians of London
stated that Dr. J. Collis Browne was the
discoverer of Chlorodyne; that they pre-
scribe it largely, and mean no other than
Dr. Browne's.—See Times, July 12, 1864.The public, therefore, are cautioned
against using any other than
Dr. J. Collis Browne's CHLORODYNE.This invaluable remedy produces quiet,
refreshing sleep, relieves pain, calms the
system, restores the deranged functions,
and stimulates healthy action of the secre-
tions of the body, without creating any of
those unpleasant results attending the use
of opium. Old and young may take it all
hours and times when required. Thousand
s of persons testify to its marvellous
good effects and wonderful cures, while
medical men extol its virtues most exten-
sively, using it in great quantities in the
following diseases:Diseases in which it is found eminently
useful—Cholera, Dysentery, Diarrhoea,
Colic, Cough, Asthma, Rheumatism,
Neuritis, Whooping Cough, Cramp, Hys-
teria, &c.The Right Hon. Earl Russell communicated
to the College of Physicians and J. T.
Davenport that he had received information
to the effect that the only remedy of
any service in Cholera was Chlorodyne.—
See Times, Dec. 31, 1864.From A. Montgomery, Esq., late Inspector
of Hospitals, Bombay.—Chlorodyne is
a most valuable remedy in Neuralgia,
Asthma, and Dysentery. To it I fairly
owe my restoration to health, after eighteen
months severe suffering, and when other
remedies had failed.Sol. Manufacturer—
J. T. DAVENPORT,
88, Great Russell Street, Bloomsbury, London.
Sold in bottles at 1d., 2d., 2s. 6d. & 4s. 6d.The Public are further cautioned, a
forgery of the Government Stamp having
come to the knowledge of the Board of
Inland Revenue.

21st 77 1w 26s 200c 77

THE FOLLOWING

IS AN

Extract from a Letter

dated 18th May, 1872,

from an old inhabitant of Hornings-
ham, near Warminster, Wilts.—"I must also beg to say that your
Pills are an excellent Medicine for
me, and I certainly do enjoy good
health, sound sleep, and a good
appetite; this is owing to taking your Pills.
I am 75 years old.""Remaining, Gentlemen, yours very
respectfully,

L. S."

To the Proprietors of
NORTON'S CAMOMILE PILLS,
London.

1867 1w 26s 140c 78

SIMPLY, SAFE AND CERTAIN

HOLLOWAY'S OINTMENT

Is a certain remedy for bad legs, bad

breasts, and ulcerations of all kinds.

It acts miraculously in healing ulcerations,

curing skin disease, and in arresting

and subduing all inflammations.

Mr. J. T. Cooper, in his account of his

extraordinary travels in China, published

in 1871, says—"I had with me a quantity

of Holloway's Ointment. I gave some to

the people, and nothing could exceed their

gratitude; and, in consequence, milk, fowls,

butter, and horses' milk were poured in upon us

until at last a tea-spoonful of Ointment

Intimations.

Volume Sixth of the
"CHINA REVIEW."

No. II.—Vol. VI.

—OF THE—

CHINA REVIEW

CONTAINS—

Chinese Studies and Official Interpretation
in the Colony of Hongkong.

Constitutional Law of the Chinese Empire.

The Tang Hou Chi, A Modern Chinese

Novel.

A Chinese Primer.

The Law of Inheritance.

Short Notices of New Books and Literary

Intelligence.

Notes and Queries:—

Chinese Marriages.

Studies in Words.

The Educational Curriculum of the

Chinese.

Restoration of the Old Sounds of the

Chinese Language.

Notes on Chinese Grammar.

Russian Sinologists.

Russia and China.

The Word "Swallow."

Corrigenda—Chinese Studies and Official

Interpretation in the Colony of Hong-

kong.

China Mail Office,

Hongkong, September 1, 1877.

To-day's Advertisements.

FOR AMOY.

The Steamship

"ESMERALDA."

Captain Cullen, will be despatched as above on MONDAY, the 1st October, at Noon.

For Freight or Passage, apply to

A. MAC. HEATON,

Agent.

Hongkong, September 23, 1877.

FOR SHANGHAI.

The Steamship

"YANGTSZE,"

E. Schultz, Master, will be despatched for the above Port on MONDAY, the 1st October, at 10 a.m.

For Freight or Passage, apply to

SIEMSEN & Co.

Hongkong, September 23, 1877.

FOR HOIHOW & HAIFOOONG.

The Steamship

"ALBAY."

Capt. F. Ashton, will be despatched for the above Ports on MONDAY, the 1st October, at 5 p.m., instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

Hongkong, September 23, 1877.

FOR MANILA VIA AMOY.

The Spanish Steamer

"MARIELES,"

Munoz, Master, will be despatched as above on MONDAY, the 1st October, at 5 p.m.

For Freight or Passage, apply to

REMEDIOS & Co.

Hongkong, September 23, 1877.

FOR SINGAPORE, BRISBANE, SYDNEY AND MELBOURNE.

(Calling at the usual Coast Ports to land

Mails and Passengers.)

The Eastern and Australian

Mail Steam Co.'s Steamer

"BRISBANE,"

will be despatched as above on MONDAY, the 8th October, at 4 p.m.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, September 23, 1877.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:—

NIMBO, British barque, Capt. Clark.—

ABERLADY, British barque, Capt. Nicoll.—

Jardine, Matheson & Co.

VISCOUNT MACDOUGAL, British 3-m. schr'der, Capt. Wm. Wright—Borneo Co., Limited.

CRITERION, American ship, Captain W. Lull—Siemens & Co.

WOODVILLE, British barque, Captain Nielsen.—Wm. Pu Au & Co.

ALPHINGTON, British barque, Captain G. Cunningham.—Wieland & Co.

CORINNE, British barque, Capt. Robertson.—Wieland & Co.

CHINAHAM, British barque, Capt. MacKenzie—Chinese.

ANNIE S. HALL, American bark, Captain C. H. Nelson—Douglas Lapraik & Co.

RAJANATTIANUHAR, British s.s., Captain Hopkins.—Yuen Fat Hong.

CLIFFORD, British ship, Captain J. Shrewsbury.—Wieland & Co.

MELOMUS, German barque, Captain Th. Pfeiffer.—Melchers & Co.

SHIPPING.

ARRIVALS.

Sept. 23, Yesso, British steamer, 850 S. Ashton, Foochow Sept. 25, Amoy 26, and Swatow 28, General—Douglas Lapraik & Co.

Sept. 29, Melville, German barque, 887 T. Pfeiffer, Cardiff May 20, Coal & Melchers & Co.

DEPARTURES.

Sept. 29, Humboldt, for Whampoa.
29, Zamboanga, for Singapore.
29, Georgia, for Newchwang.
29, Yotung, for Hoilow.
29, Sind, for Marseilles, &c.
29, Nium, for Newchwang.
29, Kim Yung Tye, for Bangkok.
29, Hollywood for Hoilow.

CLEARED.

Johanne, for New York.
Ulysses, for Shanghai.
Hieronymus, for Newchwang.
Eudoxie Adolphe, for Quinhon.
Roxina, for Macao.
E. M. Young, for Newchwang.
Bunian, for Amoy.
Alice, for Yokohama.
Merle, for Newchwang.

PASSENGERS.

ARRIVED.

Per Yesso, from Coast Port, Mr Juvel, 1 Indian, and 150 Chinese.

DEPARTED.

Per Sind, for Saigon, Rev. Leprince, and 4 Chinese; for Singapore, Mr and Mrs H. Cope, 4 children, and 3 servants, Mr Poce de Leon, and 1 Chinese; for Galle, Mr Jackson; for Marseilles, Mr and Mrs Detjen, Messrs Arnhold, Gilman, Jouvet and child, D. Toster, A. Brooks, and A. Hotzing.—From Shanghai: for Singapore, Mr Finlayson; for Galle, Mr Whitehead; for Port Said, Mr Christopher for Marseilles, Mr and Mrs Jerden, Mr and Mrs Knopf, Mrs Peters, Messrs Cottin, Williamson, Clausen, Head, and 2 Chinese.—From Yokohama: for Marseilles, Messrs G. Nelson, and Tamlin.
Per Zamboanga, for Singapore, 400 Chinese.
Per Yotung, for Hoilow, 35 Chinese.
Per Kim Yung Tye, for Bangkok, 10 Chinese.
Per Hollywood, for Hoilow, 4 Chinese.

TO DEPART.

Per E. Adolphe, for Quinhon, 4 Chinese.
Per E. M. Young, for Newchwang, 1 Chinese.
Per Bunian, for Amoy, 6 Chinese.

SHIPPING REPORTS.

The British steamer Yesso reports: Foochow to Amoy and Swatow fresh N.E. wind and fine weather. Swatow to Hongkong moderate Easterly wind decreasing as we approached Hongkong. In Foochow:—Stra. Glenagles, Olympia, and Europe, H. M. S. Naisau and Maggie. In Amoy:—Stra. Consolation and Envoy, and H. M. S. Hornet. In Swatow:—Stra. Flushing, Foochow, Swatow, and Norma. Passed S. S. Namee in River bound in.

Charters Effected.

The following charters have been effected during the last week:—
British bark Woodville, 714, hence to London, private.
American ship Henry S. Sanford, 1163, hence to New York, private.
German bark Bertha, 442, hence to Hamburg, private.
British ship Baulan, 760, Amoy to New York, private.
British bark Glamorganshire, 456, Newchwang to Hongkong, 26 cents per picul, 25 lay days.
German bark Malvina, 499, Newchwang to Hongkong, 27 cents per picul, 25 lay days.
British bark Georgina, 314, Newchwang to Whampoa, 30 cents per picul, 22 lay days.
British bark Nimrod, 695, Newchwang to Swatow, 24 cents per picul, 30 lay days.
American bark Quickstep, 326, Newchwang to Swatow, 22 cents per picul.
British bark Morse, 623, Newchwang to Swatow, 284 cents per picul, 25 lay days.
British bark E. M. Young, 345, Newchwang to Swatow, 284 cents per picul, 24 lay days.
American schooner Annie S. Hall, 455, Newchwang to Swatow, 284 cents per picul, 25 lay days.
British bark Georgina, 314, Newchwang to Whampoa, 30 cents per picul, 22 lay days.
British bark Penelope, 652, Saigon to Manila, private.

FOR HOIHOW & HAIFOOONG.

The Steamship
"ALBAY,"
Capt. F. Ashton, will be despatched for the above Ports on MONDAY, the 1st October, at 5 p.m., instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

Hongkong, September 23, 1877.

CARGOES.

Per American ship A. S. Davis, Hongkong to San Francisco, sailed September 15th, 1877.—26,352 bags Rice each 50 lbs., 981 bags Beans each 50 lbs., 118 bags Coffees each 100 lbs., 100 bags Peppercorn each 100 lbs., 2,677 pkgs. Oil, 655 pkgs. Soap, 810 pkgs. Sausage, 150 pkgs. Paper, 117 cases. Reserves, 40 cases Vermicelli, 501 rolls Matting, 280 pkgs. Fire Crackers, 768 pkgs. Tea (Souchong) 18,300 lbs., 167 half-chests Tea (Tamsu) Olong) gross 190,888 lbs., 18,800 blocks Granite, and 13,109 pkgs. Sundries.

Per S. S. Antenor, Hongkong to London, sailed 24th September, 1877.—228,284 lbs. Canton Congee, 266,067 lbs. Canton Soo, & Pekoe, 72,690 lbs. Canton Scented Opper, and 16,810 lbs. Canton Soo.—Total 578,761 lbs. 29 pkgs. Silk Piece Goods, 840 pkgs. Waste Silk, and 656 pkgs. Sundries.

Per S. S. Antenor, Hongkong to London, sailed 24th September, 1877.—For Continent, 516 bales Silk, 13 bales Waste Silk, 78 bales Cocoon, 2 cases Silk, 356 half-chests and 20 boxes Tea, and 407 pkgs. Sundries. For London, 672 bags Silk, 30 bales Waste Silk, 10 cases Pongee, 56 cases Silk, 150 chs., 2,732 half-chests, 11,880 boxes, and 325 pkgs. Tea, 8 cases Treasure (62,000), and 555 pkgs. Sundries.

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POST OFFICE NOTIFICATIONS.

MAILS will close.

For SHANGHAI.

For YANGTZE, at 3:30 p.m., on Monday, the 1st October.

For HOIHOW & HAIFOOONG.

For ALBAY, at 4:30 p.m., on Monday, the 1st October, instead of as previously notified.

For AMOY

three months' hard labour: the 3rd in \$50 or two months' hard labour; the 4th \$15 or one month's hard labour; the 4th, 6th, 8th, 12th and 13th \$25 each, or six weeks' hard labour; the 5th was fined \$5 or 14 days' hard labour; the 10th, 11th and 14th were discharged.

Macao.

The *Macao Independent*, after a long interval of about eight months from the time of the publication of its last issue, again appeared in public on the 27th inst. One of the paragraphs of its introductory article runs as follows:—"The periodical press is a powerful element of progress and civilization in all countries. This important but unfortunate Portuguese Colony in the vast Empire of China cannot then exempt itself in this matter and to humble itself in a gloomy orde, vituperated and blackened by infamous calumny which is raised against her from time to time by the slanders of the Portuguese *Quinas*, under the shade of the flag of a nation which is called our ally and friend."

It also contains an ably-written article in support of the address presented to Mr. A. G. Romano, the late Portuguese Vice-Consul in Hongkong, followed by the address itself and the reply of Mr. Romano. A strong letter also appears on the same subject.

The following are some of the most important local items of news:

It is whispered that a new school for boys is going soon to be opened, conducted by the Foreign Jesuit Fathers.

An Ordinance has been passed prohibiting shooting in the town and its suburbs.

There appeared in the neighbouring English Colony the first number of a small fortnightly English newspaper called the *Hongkong Catholic Register*. Private correspondents inform us that the writers are the ecclesiastical mass and the Christian Brothers of that Colony. Its leading article seemed to confirm this assertion. It is also said that the paper was started with the view of defending the acts of the present Governor of that Colony, so frequently criticised, with some foundation, by the local papers.

News received from Lisbon says that Senator Antonio Sergio de Souza had been elected Governor-General of Portuguese India.

Manila.

(From the *Manila Papers*.)

Out of 15,000,000 cigars for exportation offered by auction on the 24th September, 11,553,000 were disposed of for the total sum of \$145,364.85.

The *Oceania* learns that a grant of \$500 has been authorised toward the preparation of a plan of a Dock to be constructed in the bay of Manila.

The fine and spacious house of Nagtajan belonging to the estate of Messrs. Russell and Sturgis, was sold by public auction on the 22d Sept. for the sum of \$12,000 to Mr. Ramon Arlegui.

A soldier of the Regiment No. 2, named Felipe Amuyoc, suffered the extreme penalty of the law on the morning of the 18th Sept. in the Bagumbayan field for the crime of assassination of three women in the district of Tandayu.

An application has been made by Mr. Luciano Enriques for the permission to construct, and to be rented afterwards, for a term of 30 years, a new wooden bridge over the river Bacao of the district of Calumpit in the province of Bulacan.

The *Oceania* says that a few days ago there arrived from Saigon a functionary for the purpose of studying the culture and manufacture of tobacco in this place.

The British barque *Baled Will*, arrived from Shanghai on the 18th Sept. in ballast, 23 days out.

Latest news received from Sooloo says that on the 9th September, about noon, a very large body of Moros, numbering some 2,000 men, made a strong attack on the forts, which was resumed on the following days until the 12th, about 11 a.m., when they retreated, pursued by a small number of troops. One of the Moros, dressed in a red silk gown with a blue sash, who appeared to be in command of the attacking party, was killed. He as well as large numbers of the killed were carried away by the Moros, though there remained in the field 22 others killed, who were duly buried. The gunboat *Calamian* left during the attack for Liangapit, where she dealt great destruction amongst the several small vessels engaged in helping the people who by land attack the fortification of Sooloo, then she proceeded to bombard the village of Patipao, which was soon reduced to ashes. Another gunboat sailed in the direction of Parang-Parang, and did the same thing as the *Calamian* to the numerous crafts full of armed people who were also making for Sooloo.

It is to be wondered that after three days of continuous and incessant fire, only three of the soldiers came out wounded, one European corporal, one native soldier, and one *disciplinario*. Captain Salaverry, had only a slight contusion.

The fire from *lantaco* over the forts and the town was very heavy, as was shown by the pierced state of the roof in the fort *Princesa de Asturias*.

At 10 a.m. of the 11th, the enemy set fire to an old and abandoned *cota*, near that of Alfonso XII., having on the night previous done the same to a corner of a Chinese gardener, near the foot of the fort *Princesa de Asturias*.

On the 13th Mr. Supt., of German nationality, whose brother is a resident at Parang-Parang, arrived at Sooloo. On the afternoon of the same day a gun fire report was heard towards the jungle, which was supposed to be from the enemy.

It is said that an Austrian subject as well as a few of the residents engaged in the commercial pursuits at Sooloo have taken an active part against the attack of the Moros on the 11th Sept., by joining the small column which came out to repulse the Moros, and fought side by side with the troops under imminent peril of their lives. This generous conduct is worthy of all praise, and without doubt they will be duly rewarded, if the acts of bravery alluded to be verified.

CORRESPONDENCE.

THE "KINSHAN."

To the Editor of the "CHINA MAIL."

Hongkong, Sept. 29, 1877.

Sir.—In your inquiry of yesterday you state that the "kinshan" has been known to carry over 2,000 men." May I tell you

when was that? It is only at the fare of ten cents that thousands travel, and the *Kinshan* has never been a ten-cent boat until September last year, when that policy was initiated by the Company. When running against the *Plymouth Rock*, a vessel of over 2,000 tons register, the *Kinshan*'s fare was twenty-five cents to the *Rock*'s ten; and it was the *Rock* which carried up and down over 2,000 men. You will no doubt recollect that the largest crowd brought down before the *Ordinance* came into effect was 1,800 men, brought by the *Kiukiang*.

Permit me to inform you also, that the opposition steamer raised her fare to twenty cents from the first week of this month; hence more men fell to the lot of the *Kinshan* between the 8th and 24th instant, as Mr. Secretary da Costa stated in his evidence.

To the Merciful Man they will have after all to go to remedy what the Popular Man has done.

Yours faithfully, X. Z.

Our correspondent may verify, as we have done, the statement which he makes in question, by a reference to the officers of the Hongkong, Canton and Macao Steam-boat Company, Limited. The *Plymouth Rock* carried about 3,000 occasionally, and the *Kinshan* has been known to carry, by count, 2,400.—E. C. M.]

China.

FOOCHOW.

(Herald, Sept. 20th.)

Though cholera is still, happily, on the decrease, deaths are daily occurring amongst the natives. The mortality is almost entirely confined to the poorer classes, whose disregard of sanitary precautions expose them in a greater degree to this dread epidemic.

The heavy rains up-country at the beginning of current week have caused a freshet on the river. On Sunday and Monday last the temperature was quite autumnal, but since Tuesday the heat has been gradually returning to the ordinary agreeable summer standard.

The S. S. *Juan* arrived on the 17th instant, and reports having been in collision with the P. & O. S. S. *Lombardy* off Black Point near Shanghai. Her starboard bow was, we understand, slightly injured, but the damage was fortunately all above water line. The vessel will, we hear, be docked and thoroughly overhauled prior to taking the berth for London.

We hear from Pagoda Anchorage that the Norwegian barque *Hevli Idun* nearly came to grief on Thursday morning last, as she was dropping down the river in charge of a pilot. It seems that the vessel got into chow-chow water below Pagoda Rock, and drifted right for the rock, from which she was distant only about twenty feet when the Customs steam launch put off to her assistance, and after about twenty minutes towed her clear into the fair sbib tide where she was in comparative safety. We understand that had it not been for the timely assistance thus rendered, the vessel would inevitably have gone aground.

Japan.

YOKOHAMA.

(Tokio Times.)

Considerable exports of rice from Japan to China have been made, and others, on a still large scale, are contemplated.

In accordance with the terms of the treaty between Japan and Corea, two new ports of the neighboring kingdom are presented to be opened to Japanese trade, probably in October next. One of these on the eastern coast, in the bay of Hoshu, which is situated at nearly the southernmost point of the most northern province, Kanuki Do, about latitude 39 degrees 10 minutes and longitude 127 degrees 30 minutes. The other is Yoko, at the extreme south, in the province of Zenna Do; about latitude 34 degrees 40 minutes and longitude 127 degrees 30 minutes. Mr. Hanabusa, of the Gual Mi Shu, is expected to sail for Corea next week, to complete the necessary arrangements preliminary to the opening.

The United States' Ship *Alert* has sailed from Yokohama upon a cruise which will occupy some six weeks, at the end of which she is expected to return to Nagasaki. Her first duty will be to examine and take soundings of certain harbors of the Japanese coast, between this port and Hakodate, which are now insufficiently known. From Hakodate she will proceed to Nigata, and thence to Vladivostok, whence she comes directly back to Japan.

(Japan Mail.)

In the midst of the horrors of famine which threaten India and from which so many districts of China are suffering, Japan seems especially favoured by a particularly abundant harvest. The weather has been throughout the summer most favourable to the growth of the rice crop, and although for a few days complaints were heard from some portions of the country of too little rain, it came in due season, and now from all parts come reports of the splendid prospects of the crop.

Even in Kiushu, devastated as it has been by the civil war, and where the labours of the farmers must have been sadly interfered with by the withdrawal of men, the harvest promises to be one of singular plenty. Under the present condition of the country nothing could be more fortunate. A short crop, to say nothing of its almost total failure in some portions of the East, would have been the greatest calamity that could have befallen Japan.

Hard driven as the people are now to find the means of living, it is painful to think what would happen to the nation and the Government if the harvest were unfavorable. There are certainly some weeks yet before harvesting, but the critical season is well past, and it is not probable that anything will occur to mar the present fair prospect.

OUTBREAK OF CHOLERA AT YOKOHAMA.

A calamity which was not unexpected, and for the occurrence of which it is satisfactory to know that the Japanese authorities were thoroughly prepared, has fallen upon the native population. Mr. Simmons informs us that there is now an unmistakable epidemic of Asiatic cholera, among Japanese. Out of thirteen cases, which had, in the last few days, declared themselves, up to yesterday evening (Sep. 18th) ten had a fatal termination, six fresh cases were reported this morning; but only three of them turned out, on inspection, to be actual cholera. At an early hour this morning (Sep. 17th) the native doctors were assembled at the Town Hall, where, under the direction of Dr. Simmons, prompt measures

of precaution against the disease, and for its treatment when it should declare itself, were adopted. Naga Hospital was declared the Sanitary Centre; and a Sanitary Commission, consisting of the Governor, the Chief of Police, Dr. Simmons, and the more intelligent of the native physicians, was appointed.

The town was divided into districts, which were placed under the charge of different officers, who were instructed to search out, treat, and report upon all cases of disease. As sanitary provisions have been the special care of the *Koncho* for some time past, and as careful arrangements have been made in view of a visitation of cholera, there need be no fear of anything like such devastation as was wrought by the epidemics of 1860 and 1861, in which Dr. Simmons gained a large and useful, if melancholy, experience.

NOTES OF THE RUSSO-TURKISH WAR.

The summer is passing into autumn, and the year seems to be no nearer the end than it was a month ago. August has not retrieved the reverses of July, while the Turk has not improved the victories which he then obtained, nor has the time apparently come for the Russian to make the supreme effort which is to recoup the past and ensure the future. There can be no doubt that both parties are preparing for a great effort.

Exhausted by the victory at Pleven, the Ottoman commanders seem unwilling to risk another conflict; while the Grand Duke Nicholas has wisely determined to run no

siege of Niokas by the Montenegrins, who find themselves called off to repel a Turkish attack from another quarter. In the forthcoming battle the Romanian contingent is appointed to fall on the rear of Osman Pasha's army.

Reports from the interior of Russia reach us, via Vienna, which speak of great popular excitement, arising in consequence of the ignorance in which the Government endeavour to keep the population of the events at the seat of war, and especially as to the names of the killed and wounded. The Russian mobilisation is said to have been limited in consequence of the fear of home troubles.

The Sultan has issued a decree by which, as it would seem, everybody capable of bearing arms, and hitherto exempt from the operation of former orders, is now required to enter the military service. The terms of this decree suggest that, abundant as men have been supposed to be in Turkey, the military authorities at Constantinople find a difficulty in obtaining them. If they could only reduce the Circassians to discipline they would find in them the material of a good army. But all accounts represent the Turks, the Government as well as the people, afraid of these bloodthirsty savages.

VICE-CONSULS.

(*Mitchell's Maritime Register*.)

Vice-Consuls are placed in an anomalous position, for they are frequently Shipping Agents, and their official standing gives them an advantage over others in the same line of business as themselves, which creates a feeling of jealousy, besides giving rise to charges of undue influence. The fact of their being selected at the representatives of Her Majesty at foreign Ports, is an acknowledgement that they are men of known integrity of character, and this mark of distinction serves as a recommendation to those who stand in need of their services as Brokers. Unless Vice-Consuls are civil servants of the State and are paid to devote their whole time, they may engage in any occupation they please. They are answerable, however, to the Government for their conduct as Consuls, and may be superseded for any dereliction of duty. A Secretary of State for the Foreign Department, in reply to some questions in Parliament, said that the few unpaid Vice-Consuls gave more trouble to his office than the whole diplomatic staff, in consequence of the animosities excited against them by those who felt aggrieved at the preference shown by masters of ships or Consignees.

The Captain of a vessel, where there is no consignment clause in his Charter-party, and he is at a Port where he has never been before, usually proceeds direct with his papers to the office of the Consul, and, if that Consul happens to be a Broker, it is quite natural that the ship's Agency should be solicited. This is what the less-favoured agents declare to be unfair.

There is no way of preventing this preference, except by the appointment of unpaid Consuls, but at small Ports the increased charge that such a change would occasion would be a strong argument against its adoption. Considerable prejudice has lately been set up by the act of a Vice-Consul, though his explanation may possibly throw a different complexion on the affair.

A ship of 1,170 tons register was chartered at January, 1875, for a cargo of coal on account of the Government to a Port on the East Coast of Africa. The vessel was in turn to load, when a strike took place, and in consequence she was detained at a Welsh Port for five months. Having received her cargo after this long detention and deterioration in dock, the ship sailed on her voyage, but had to seek shelter in a Brazilian harbour, having five feet of water in her hold. The Crew were quite willing to remain by the ship and to assist in repairing her. The leakage, it was thought, might have been caused by the vessel lying so long with her high sides exposed in the hold, the ship not having had any cargo on board all the time. The coal was discharged and the voyage abandoned. Under the direction of the Carpenter the copper was stripped off, and it was then discovered that some seams had no oakum in them. The Carpenter effectually caulked the ship, and at the end of eight months, no freight offering where the lay, the Master decided to go the S.W. Pass seeking.

After being at sea five weeks the vessel sprung another leak, but, by trimming the ballast and carecking, the Carpenter succeeded in stopping it. On arrival at the S.W. Pass a cargo of oilseeds and cotton was obtained for Liverpool. When the lading was finished the ship was delayed for disbursements, but eventually got away in good sea trim. On the twelfth day out she was in distress again, and was picked up by a Danish steamer and towed to a near Port, for which service the sum of \$10,000 was demanded, and which had ultimately to be paid. An American Government steamer then towed her thirteen miles, and \$1,000 were charged. The ship, on leaving New Orleans, drew nineteen feet, but by the saturation of the cargo she was brought down to twenty-two feet. On survey the cargo was ordered to be taken out, but when this was done the vessel could not be repaired at the Port of discharge, she being in good sea trim. On the 17th she was towed to a near Port, for which service the sum of \$10,000 was demanded, and which had ultimately to be paid. An American Government steamer then towed her thirteen miles, and \$1,000 were charged. The ship, on leaving New Orleans, drew nineteen feet, but by the saturation of the cargo she was brought down to twenty-two feet. On survey the cargo was ordered to be taken out, but when this was done the vessel could not be repaired at the Port of discharge, she being in good sea trim.

The correspondent thinks there can be little doubt that when the seven divisions now on the way to reinforce the Russian armies arrive, the Grand Duke Nicholas will have men enough at his disposal to clear Bulgaria north of the Balkans of Turkish armies in the field before the winter.

Before the time comes for going into winter quarters, Rustchuk will almost certainly have fallen, probably Silistra and Widin also, and there will remain only Shumla in Turkish occupation north of the Balkans.

At the same time he perceives that the maintenance of an army in Turkey during the winter will involve a strain upon the Russian resources more serious than many of us imagine. There must be long periods of broken weather, when communications all over the country from the Russian base up to the army will be wholly impracticable.

If the winter is an open one, like the last, the Danube will not be wholly frozen over, so as to admit of traffic on the ice; but the floating ice will necessitate the removal of the bridges.

The following computation has been made of the strength of the Russians in the triangle which has its base on the Danube from Pyrgos to Nicopolis, and its apex at Gabrovo.—The right wing, comprising the 8th corps, at Trezien (16,000), the 4th corps at Padien and Vladin (20,000), and the first division of the 11th corps at Tcherni Mahala (6,000). The centre consists of one division of the 8th corps at Selvi and the neighbourhood (10,000), the second division of the same corps at Gabrovo, Drenova, and Tcherni (10,000); the first division of the 11th corps at Kozaritsa (10,000); the detached corps under General Gourko, between Gabrovo, Tcherni, and Skopka (16,000). The left wing comprises the 12th corps, at Kadekovo and in the neighbourhood, on the road from Rustchuk to Tcherni (24,000); and two divisions of cavalry from the north towards Razgrad and Osmana Bazar (6,000), making a total of 142,000, or, including the 4th division of the Roumanian army at Mahala, on the Osmas, 152,000 men.

Several siege guns have been brought across the new bridge which the Russians have thrown over the Danube, and this is almost the only item of news indicating Russian activity. Suleiman Pasha, making an advance westward from Osmana Bazar, came upon a detachment of Russians, whom he routed and pursued some distance. General Gourko, having been badly beaten, appears to have got away from his command, and started for St. Petersburg, in order to bring the Guards to the seat of war. The siege of Novorossi is virtually raised, as also is the

recover a portion of his expenditure from the Underwriters, if ship or freight were insured, it is not surprising that the Master received no remittance previous to the final abandonment and discharge of the crew. Had not the Agent been also the Vice-Consul, we should not, in all probability, have been furnished with the details of this case, for all the proceedings were apparently conducted in legal form. It is sought to be established that the ship was sold for £230, or less than her bringing-up price. If, however, she could not be made sufficiently safe to be taken to another Port for repairs, she realised her marketable value. The omission to forward the register, as required by the Statute, may be an omission, or the letter might have miscarried. The withholding of this paper has caused those interested in the ship to desire further particulars, and there the matter rests at present.

A SCENE IN THE PARLIAMENT ON COLLEGE GREEN IN THE YEAR 1880.

Portfolio.

THE FALSE AND THE TRUE.

Down by a little pebbly brook,
Whose wavelets lapping fancies took,
And o'er the stones went skipping,
Two little children, boy and girl,
With sun-brown'd cheek and tangled hair,
Came tripping.

An boy and girl-like as they passed
Where giant boughs deep shadows cast,
Hand clasping hand so tightly,
Said he at length, "Oh little love,
I love you all the world over!"
Full lightly.

And she, in all her love for him,
Not seeing that his love was dim,
But trusting him full surely,
Looked up with eyes of heaven's blue,
While ripe lips whispered, "I love you,"
Demurely.

The silent years had littled fast,
And once again the maidens passed,
The brookside pathway taking;
As did old the wavete played,
And little circling eddies made.

Our smooth-worn packages breaking,
And as the maiden lingering stood,
A picture of sweet womanhood,
Pure, true, and tender-hearted,
She heard the voice she loved so well,
To other ears its love-tale tell.

The tale of days departed.
"O love," it said, "Oh little love,
I love you all the world over!"
Sweet story old no more!
But the little maiden's dream had fled,
Her loving trust lay cold and dead.

For ever and for ever,
And though that sweet pure-hearted one
Might still find love here, in the sun
That would desert her never,
She left it past without regret,
For while some whisper and forget,
True love loves on for ever.

—G. Wetherby.

STARLIGHT.

All day among our fellow-men we move;
And in our homes, or in the busy street,
Exchange with them our gold, our hats and love;
Pass this one by, and this our smiling greeting;

Add yet a little to the hoarded store
That we have heaped in long labors days;
Or think of this, we say we'll toil no more,
And follow after joy through pleasant ways.

But at the last the day is done, and when
Our little earth is fading on the sight,
God's world-wide universe, appearing then,
Through all the splendid spaces of the night.

Our waking spirit then begins to rise
And soar on now-found wings through the skies.

—Choromian's Shilling Magazine.

HOME LIFE A HUNDRED YEARS AGO.—

One hundred years ago not a pound of coal or cubic foot of illuminating gas had been burned in this country.

No iron stoves were used and no contrivances for economizing heat were employed until Dr Franklin invented the iron frame fire place which still bears his name.

Pine knots or tallow candles furnished the light for the long winter nights, and tanned flocks supplied the place of rugs and carpets.

The water used for household purposes was drawn from deep wells by a cranking "wesp."

No form of pump was used in this country, as far as we can learn, until after the commencement of the present century.

—CLOUDS.

Nothing in nature is so immortal and so constantly changing as the clouds. It is worth while to spend a day in observation, to note what exhaustless possibilities of change lie in a few hours' time. One of the commonest shows of cloud-evolution, and one which seems to follow a certain law, begins with a multitude of soft, globular figures that may cover the entire sky; these dissolve into a host of finely mottled images like fish scales, then marshal them selves into ranks like waves of the sea, emerging at last into a thin, delicate fabric like crumpled muslin.

On a still summer day, when great masses of soft vapor fill the heavens, the procession of figures is like a scene of enchantment. Stately animals stride past, the like of which we not seen again; broad-winged birds sail into the west, never to return; grand chariots move by that are turned into mighty giants on the horizon; flocks of white sheep troop leisurely along into other pasture-fields; tall towers and castles rise out of shapelessness into strong symmetry, to dissolve like visions; nameless forms rise, glide past and vanish into space, until change seems the law of the world, and permanence only a myth.

When the sun has set and this dissolving view of vapors becomes a painted spectacle the eye is feasted with color as the fancy has been with form. The slow dawn of color, which first tints the cloud-edges, then grows into a warm suffusion till the whole mass is irradiated, the rich deepening of hues, the endless shades, the subtle fading away of light, one cloud after another, gray and forsoaken, until only a golden glow lingers in the horizon, is like a poem or a symphony of the old masters. The effect stays in the memory long after the details of the picture are forgotten.—*National Repository*.

—THE MYSTIFIED MESSENGER.

There were comparatively few persons who knew that George Gleason, the favorite express messenger of the P. O. and St. L. Co., was a somnambulist. His strange freaks performed during a somnambulistic trance were known to a small circle of friends and associates, who mentioned them not when our hero was appointed to the position he was destined to fill with honor.

For two years he ran his car without incident, no train robbers attacked it, and he became the favorite messenger of the road. Strange to say that during the time, while he doffed often in his car, he did not once fall into the somnambulistic state, and he was congratulating himself that the singular trance had left him altogether, when occurred the incident I am about to relate.

He downward run on the night express extended from Coateson to Springfield, a distance of one hundred and eighty miles. There were few stations of importance on the route, and the train made but three halts between the two cities. The officers of the road were, at the date of our story, and still are, careful men of business, jealous of their patrons' interest, and gentlemen of integrity.

When robberies became common on their roads, the messengers of the P. O. and St. L. were sure to receive orders commanding extra precaution, and it was to the obduracy of these orders that much of the popularity of the road was attributed.

"Hello!" exclaimed Messenger Gleason one evening while looking over the columns of the *Cleveland Herald*. "The express of the U. S. and J. C. left of

\$30,000! That's a good haul. Why don't the car thieves try my car? Here I've been on the road for two years, and never for a moment has the safety of a dollar in my safe been jeopardized."

He considered himself one of the luckiest messengers in the country, and with the paper in his hand, stepped into the express car which a moment later moved out of Coateson.

It was a beautiful Autumn evening, and the messenger sat at the open side door enjoying a cigar until the sun went down and darkness fell over the earth. Then he shut the door, lighted the lamps, and saw that everything was safe.

He knew the value of the contents of the company's safes, and he thought what a haul thieves would make if they would successfully burglarize his car on the present trip.

But he felt secure, for he dropped into his own chair and fell asleep.

The train had run a forty-nine miles before the messenger would again be called to service, and he thought of this, perhaps, when he settled into the chair resolved upon a doze.

By-and-bye he rose, and his eyelids parted.

He walked directly to the safes which stood side by side, and opening the combination locks threw wide the burglar-proof doors. Then he took forth valuable packages after package, until he had emptied the strongholds of their treasures. It is safe to say that Messenger Gleason deprived the safe of money, and other valuable within the aggregate of seventy thousand dollars!

After doing this he closed the doors, and with the packages walked out of the car to the tender.

It was filled with coal, black and grim, and the heavy smoke of the engine. The toy of the smart breeze, blowing beat against his face.

But he did not seem to heed it, for he climbed upon the tender with one hand, and deliberately secured the package among the coal in one corner.

Having accomplished his singular task, he returned to the express car, washed his hands, which had been begrimed by the lumps of coal, and retired to his chair, where his eyes closed, and he breathed like a sleeping man.

George Gleason had robbed the safe in a state of somnambulism, and their iron doors guarded the messenger's book and a few old papers of little value!

He slept for half an hour longer when he awoke and rubbed his eyes. His first action thereafter was to consult his watch.

"We're approaching Grafton," he said to himself, and drew another cigar from his pocket for a quiet smoke.

A minute later the fragrance of a prime *far du fumé* filled the car, and the messenger was half enveloped in smoke.

Gleason was yet nineteen miles away.

All at once Gleason heard his name pronounced, and turned quickly in his chair.

He sprang to his feet the moment afterward, and the half-consumed cigar fell to the floor, his hand flew to the pocket that held a revolver.

For there stood before him two men whose dark masks hung far below their manes.

"Don't draw, Mr. Gleason," said one of the strangers, and the young messenger saw a revolver covering his head. "We don't want to be so ungentlemanly as to slay you here. The road can't spare you, indeed it can't!"

Gleason's hand shrank away from the pocket it had touched, and he looked at the man for a moment in silence.

"What do you want?" he asked.

"What most men earnestly desire—money."

"I have none."

"But the safe has."

"Then open them if you can," said the messenger with a smile.

"With your assistance we will," answered one of the masked men, who until that moment had not spoken; "Mr. Gleason, we didn't come here to party, and, as we mean business, we will proceed to it at once. You have the keys, and will oblige us by producing them."

The young messenger looked twice in the eyes of the men and cues into the muzzle of the revolver, before he displayed the keys. "Here they are," he said, extending them.

"No, no, Gleason," was the response, and the twinkle of the dark eyes told our messenger that the face beneath the mask was smiling. "It's a combination look, we see, and we happen to be ignorant of the cabalistic word—*ut a secundum*. Open the doors for us, if you please."

Gleason saw that pleading would avail him naught. There was stern determination in the robber's tone, death in the depths of the black eyes. He had often read of such burglaries; how cashiers were made to open the safes of their own banks and throw thousands at the feet of the robbers. He was fatigued that bloodshed was to follow, and that no exertions on the part of the officers or patients by the soldiers would avert it. Finally a Sergeant in Company General Latta, and when here were relieved. General Brinton arrived at the Union Depot about half past 1 o'clock on Saturday afternoon. They comprise the First Division, under command of Major-General R. M. Brinton. There are not over five hundred soldiers who belong to the Division here.

NO ORDER TO FIRE GIVEN.

The soldiers were subjected to jibes and insults continually, after they had gotten within earshot of the assembling-place of the strikers, but their orders were to pay no attention whatever to jeers, or anything of that sort, but to keep cool and collected and obey the commands of their officers. The assemblage of people not only refused to budge, but the cries and hisses at the soldiers were renewed. General Brinton talked to the people, and begged them, so he says, to keep away or that some of them would get hurt. He told them that his men had been ordered to come to this city to collect about the round-house, on which they opened the doors for us, if you please."

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"Now for the packages!" said one of the masked men.

The messenger put forth his hand, unlocked an inner door, and started back.

The money pocket of the safe was simply.

"What's up, Gleason?" exclaimed a man, looking at the messenger with astonishment.

Gleason pointed to the empty receptacle, almost too amazed to speak, and the robbers exchanged strange glances.

"Open the other safe!" commanded one.

The messenger obeyed. It, too, was empty.

"George Gleason, we want no trifling.

You know where the money is."

"How should I know?" cried the messenger, mystified more than the robbers.

"Did I know that you were coming, and the master the matter? If so, who betrayed you? Here are my doubts, implication for yourself. I swear to you that there was seventy thousand dollars worth of express money in the safe when we left Coateson.

"I haven't got the say for one moment,

though I have dozed, but like the cat. A footstep, however soft, will rouse me. You ask me where the money is, I throw the question back at you. Upon pain of death I could not tell you."

He ceased, and the foremost robber said: "This beats me. I believe you, George Gleason. Somebody has robbed the safe before we struck. That did it while you slept. Will you calculate the speed of the train?"

"The messenger seized the bell-rope, and the speed of the train began to diminish. "Now good night, Gleason," said the disappointed robber, moving to the sliding door.

"We hope the company won't discharge you for sleeping at your post. Of course we are disappointed—we expected to make a big haul to-night."

The next moment they sprang from the car, and the messenger heard a prolonged whistle.

Then he saw the bell-rope moving, and the train fast returned to its usual speed.

He fell back into his chair completely mystified. He could not imagine who had robbed the safe, whose empty pockets stared at him from one corner of the car.

His thoughts were suddenly interrupted by the conductor, who bounded into his presence.

"They did it, eh? Money all gone! Curse the fiends! They had a man on each platform, masked and armed. How much did they get? They came on board as passengers."

"Not a dollar!" said Gleason.

The conductor looked at the safe, and at the man whom he seemed to regard as mad.

"Where is the money then?"

"I don't know."

The train was stopped, and as the messenger had told his story, search for the packages began.

It came to an abrupt and happy termination. The engineer placed the lost valuations into Gleason's hands.

"Bob, the fireman, saw you climb on to the coal in the tender, and then stuff all these envelopes into one corner. When you went back into your car we pulled 'em out, and intended to keep 'em for you till we got to Grafton. Why, you had your eyes open, but Bob and me knew you were a sleeping man."

Thus spoke the engineer, and the reader may imagine with what thankfulness the messenger received the envelopes not one of whose original number was missing.

I do not know whether the robbers ever learned the story of the missing valuables but I do know that since that night George Gleason has not been a somnambulist.

THE FIGHTING AT PITTSBURG, U. S. A.

THE LATE LABOUR RIOTS.

(From the *Pittsburgh Papers*.)

The scenes in which the Philadelphia troops took such a prominent and active part form a chapter of surpassing interest. The writer mingled freely with them yesterday afternoon, and found them to be, officers and privates, all gentlemen. They are fine-looking lot of men, and without exception deeply regret the blood which they couldn't help it. They came to this city in obedience to orders from Adjutant-General Latta, and when here were disbanded into headquarters. The round-house about these offices, and the machine-shop and round-house below them, were taken possession of and guarded by the rank and file.

The two Gatling guns and the pair of cannon from Hutchinson's Battery, the latter loaded with cannister, were placed in advantageous positions to sweep all the entrances. Cooped up in these houses, the military were almost completely cut off from communication with any person outside, or from the headquarters of Adjutant-General Latta, which were at Union Depot. But they held their ground until eight o'clock this morning, without the loss of death or injury of a single man.

THE CANNONADE COMMENCES.

The General directed his troops to fire bayonets and clear a passage way. The men in the crowd caught hold of the bayonets and attempted to wrench the guns from the soldiers. It seems as though it was fate to accomplish anything against discipline, so that all the efforts of the rioters to dislodge the soldiery or kill them proved ineffectual.

The soldiers were subjected to jibes and insults continually, after they had gotten within earshot of the assembling-place of the strikers, but their orders were to pay no attention whatever to jeers, or anything of that sort, but to keep cool and collected and obey the commands of their officers.

The assemblage of people not only refused to budge, but the cries and hisses at the soldiers were renewed. General Brinton had during the entire night with any person outside was by means of a scout. He had four or five scouts, but only one of them proved true. This man, who is a Pittsburgher, but whose name our reporter could not learn, conveyed three despatches to Adjutant-General Latta, at the Union Depot, and brought back an equal number. He carried them in his mouth. In one of them the Adjutant-General stated that he was pleased with the